

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL EXECUTIVE COMMITTEE
CHAIR OF THE REGIONAL COUNCIL TRANSPORTATION SUBCOMMITTEE
STATE TRANSPORTATION BOARD
JOINT MEETING
October 5, 2000
MAG Offices
Saguaro Room
302 North 1st Avenue, Phoenix, Arizona

MAG REGIONAL COUNCIL MEMBERS ATTENDING

Mayor Skip Rimsza, Phoenix, Chair, Regional
Council Executive Committee
Mayor John Keegan, Peoria, Vice Chair,
Regional Council Executive Committee
Mayor Jay Tibshraeny, Chandler, Regional
Council Executive Committee
Mayor Cynthia Dunham, Gilbert, Regional
Council Executive Committee and
Transportation Subcommittee

Mayor Bill Arnold, Goodyear, Regional
Council Executive Committee and
Transportation Subcommittee
Mayor Keno Hawker, Mesa, Chair of Regional
Council Transportation Subcommittee

* Not present

STATE TRANSPORTATION BOARD MEMBERS ATTENDING

Jerry C. Williams, Chair
F. Rockne Arnett, Vice Chair
Katie Dusenberry
Dallas Gant

Richard Hileman
Bill Jeffers
Ingo Radicke

* Not present

1. Call to Order

The joint meeting of the Regional Council Executive Committee, the Chair of the Regional Council Transportation Subcommittee and the State Transportation Board was called to order by Acting Chairman Jay Tibshraeny at 11:45 a.m. He announced that Chairman Rimsza would be joining the meeting shortly. Self introductions followed.

Acting Chairman Tibshraeny welcomed the State Board to the meeting. Chairman Jerry Williams expressed his appreciation for the meeting. He commented that he looked forward to establishing an even better working relationship.

2. Long Range Transportation Plans

Acting Chairman Tibshraeny introduced James M. Bourey, MAG Executive Director, and Mary Peters, ADOT Director.

Mr. Bourey stated that both MAG and ADOT are developing long range plans. He indicated that MAG had previously updated its long range plan every year, but is now in the process of developing a totally new long range plan. Mr. Bourey noted that it is critical that MAG and ADOT work together on their plan efforts.

Mary Peters stated that ADOT traditionally developed a five year plan, but realized that a longer plan was needed. She indicated that ADOT has been working aggressively on development of the new plan. Ms. Peters stated that the TEA-21 requirement to develop the plan cooperatively will continue.

Mr. Bourey introduced Eric Anderson, MAG Transportation Manager. Mr. Anderson reviewed the Wilbur Smith report developed by the Joint Highway Commission in 1958-1959 and adopted in 1960. Mr. Anderson stated that this report was the blueprint for the freeway system that is now nearing completion. Mr. Anderson stated that now that the system will be complete, a new plan is needed. He indicated that although the report accurately predicted many projections, vehicle miles of travel, the increase in work trips and women in the work force projections were missed.

Mr. Anderson explained the flow chart of the Regional Transportation Plan process. He indicated that action by the Regional Council to approve the consultant selection is expected next month, and Phase One will begin. Mr. Anderson stated that it is important to develop a plan that has performance based planning processes.

Mr. Anderson explained the major tasks in Phase One. Expert forums will include future issues affecting transportation such as elderly mobility, the new economy and technology. A State of the Region report will be drafted that will give direction. Information from other plans, such as the Urban Form Study, will be incorporated into the report. Regional development and transportation values, goals and objectives will be established. Alternative growth and transportation concepts will be analyzed. Transportation policies and strategies will be developed. Performance measures and evaluation criteria will be refined to ensure that the objectives are the right ones. Mr. Anderson stated that completion of Phase One is expected in one year. He commented on discussion of the 2002 ballot funding measure.

Mr. Anderson displayed a flow chart of the composition of the Regional Transportation Plan Advisors. The Advisors included representatives from MAG Transportation Subcommittee, the Management Committee, and the Transportation Review Committee, in addition to ADOT, RPTA, Phoenix, which is

the FTA designated recipient, and Indian Communities. He said that two meetings of the Advisors have been held.

Mr. Anderson displayed a slide that showed ADOT's involvement in the MAG transportation planning process. Roc Arnett serves on the Regional Council and the Transportation Subcommittee. Dallas Gant serves on the Regional Council, Mary Peters on the Management Committee, Mary Lynn Tischer on the Regional Transportation Plan Advisors, Dan Lance on the Transportation Review Committee, Gary Adams on the Regional Aviation System Plan Policy Committee, Tim Wolfe on the ITS Committee, Pat Cupell on the Air Quality Technical Advisory Committee, Jess Jarvis on the Street Committee, Mark Mansfield on the Regional Bicycle Task Force and the Pedestrian Working Group, and Craig Stender on the Telecommunications Advisory Group.

Mayor Keegan joined the meeting.

Mr. Anderson showed a flow chart of the how the various committees work together in the development process for the Regional Transportation Plan. He noted that public input and involvement is a very important part of this process. Mr. Anderson stated that this concluded his presentation and that he would answer any questions.

Chairman Rimsza joined the meeting.

Katie Dusenberry stated that it would be helpful to see how assumptions fit other urbanized areas. Mr. Anderson stated that the outcome of expert forums, in which ADOT would be a partner, would be considered in their applicability to statewide plans. He commented on the possibility of implementing videoconferencing these expert forums to other state sites and videotaping.

Roc Arnett asked about the measures in place to assure that the MAG model is accurate and remains accurate. Mr. Anderson replied that a number of aspects affect the model. He indicated that demographics, job projections, and major travel trends are all taken into consideration. Models are based on observed behavior and many dynamics are involved. Mr. Anderson stated that mechanisms need to be in place to keep the model information fresh. He noted that MAG is using EMME2, which is a state-of-the-art transportation model. Mr. Anderson stated that the land use data is currently being updated, and is 60 percent completed. He stated that we need to be vigilant about changes. Mr. Arnett stated that certain sectors do not think the numbers are right. He asked how MAG can assure the accuracy? Chairman Rimsza commented that modeling becomes more risky the farther out the projection. He stated that the cities would soon be asked to have a statewide plan, which needs a dedicated funding stream. Mr. Bourey stated that steps have been taken to do interim projections of less than five years. Mr. Arnett stated that he may want to meet with the modelers. Mr. Anderson stated that growth is inevitable and that growth in Pinal and Yavapai Counties will impact the MAG region.

Ingo Radicke asked if the population growth figures by the Department of Economic Security for Maricopa County had been considered. Mr. Anderson confirmed that they had. He indicated that the population is projected at four million and will continue to grow.

Chairman Rimsza commented that in the past, growth occurred in the north, then to the east and south. He stated that growth now encompasses all directions. This 360 degree growth pattern was facilitated by freeway infrastructure.

Mayor Hawker stated that a 20 to 60 year time horizon needs to be considered in rebuilding areas. Ms. Peters stated that John Pein, ADOT Advanced Planning Manager, Transportation Planning Division, would give a presentation on the development of the State Transportation Plan. Ms. Peters stated that the traditional communities are shifting, and will affect outlying areas. She indicated that alternatives to the current fuels-based method of funding transportation needs, maintenance and operation costs, movement of freight to become multi-modal, and the environment need to be considered. Ms. Peters indicated that the challenge is to consider dependencies.

Mr. Pein reviewed the principles of the Casa Grande Resolves, to cooperatively develop the Arizona State Transportation Plan. Mr. Pein described the development of Work Plan this past May. This plan would be performance based, with a time frame for work items. He said that January is the anticipated start date, with completion in 18 to 24 months. Mr. Pein stated that the COGs, MPOs, and ADOT are working on issue papers. A joint Public Participation Plan is being prepared.

Mr. Pein stated that performance based measurements include accessibility, economic development, environment and resource conservation, mobility, operational efficiency, safety, system preservation, and vibrant communities.

Mr. Pein stated that development of the Public Participation Plan is ongoing. He noted that meetings will be held to seek out and ensure full and total involvement. Mr. Pein stated that the involvement, not reaction, of the public is wanted.

Mr. Pein summarized the process for selecting a consultant for the State Transportation Plan. He said that the Scope of Work was issued at noon on October 5, 2000. It includes a 50 year time horizon, development of vision and goals objectives, and the evaluation of separate and policy alternatives. Mr. Pein stated that 47 consultants comprise the State's on-call list. A Request for Qualifications (RFQ) was sent to 15 firms. Mr. Pein stated that a six member selection committee evaluated the RFQs and shortlisted two firms. A Request for Proposals was sent out on October 5, 2000. Mr. Pein noted that hiring the consultant is anticipated by mid-January. He indicated that the findings of the Governor's Vision 21 Task Force will be incorporated into the Plan, and completion in 18 to 24 months.

3. Revenue Needs, Sources and Timing

Mr. Bourey stated that Mr. Anderson would provide an overview of revenue needs. Mr. Anderson displayed a slide that showed funding needs for the Long Range Plan. He explained that funding totals \$14.1 billion, and an additional \$9.4 billion is needed for projects identified in the current plan. Mr. Anderson listed projects included in the Long Range Plan. He said that the completion of the regional freeway system has its funding source identified. Other projects include SR 85 improvements, I-17 widening, collector/distributor system on I-10, the 39 mile light rail system, tripling Dial-a-Ride,

quadrupling express bus service, HOV lanes on I-17, US 60 and SR 51, a 50 percent increase in arterial street miles, widening of I-10 south and I-17 north, and Grand Avenue. Mr. Anderson stated that full system HOV implementation, I-10 west improvements, completion of Loop 303 to I-17, Wickenburg Bypass, further expansion of light rail and rapid bus, regional freeway system improvements, and full implementation of freeway management system are not included in the current plan.

Mr. Anderson stated that gas tax would have to be raised to 31 cents per gallon in Arizona and 39 cents in Maricopa County, to generate the average annual amount raised by the ½ cent sales tax. He noted that gas tax is currently about 18 cents per gallon. Mr. Anderson explained the timing for a ballot measure. The Governor's Vision 21 report is expected in April 2001, and the general election in November 2002.

Chairman Rimsza stated that during his meetings on the transit tax with business leaders, they indicated their support for transportation funding. Chairman Rimsza commented on the need to develop a statewide plan to fund transportation and transit fifty-fifty. He stated that a statewide election needs to be scheduled to continue the tax that Maricopa County is already paying. Chairman Rimsza stated that Maricopa County voters understand that they will be donors, but realize they are also users. Cities outside of Maricopa County will realize they will be winners. Even though they will have a rate increase, they will get road improvements and transit and will be able to share in the revenue generated by Maricopa County. Chairman Rimsza stressed the importance of being specific on what they will get and when. He commented on the desire of citizens to maintain a good quality of life. Chairman Rimsza stated that a specific statewide plan on the ballot in 2002 to provide roadway and transit improvements is needed. Chairman Rimsza stated that the alternative is to continue the sales tax regionally. He explained that each city has different needs. Outlying areas may require more roadway work, while inner areas may require more transit. He reiterated the importance of specific dates and projects. Chairman Rimsza stated that a statewide plan is in the best interests of all.

Mayor Keegan expressed his support for the concept. He indicated that establishing credibility is essential.

Ms. Dusenberry asked for clarification of the fifty-fifty transportation/transit allocation and commented that flexibility in the plan is needed. Chairman Rimsza agreed that flexibility is needed. He commented that rural mayors need money for their projects.

Mr. Radicke asked for clarification of increasing the gas tax. Chairman Rimsza replied that the focus is not on the gas tax, but on other sources. He stated that Arizona's gas prices cannot become disproportionate with prices in other states.

Ms. Dusenberry stated that she serves on the Pima County Chamber of Commerce. They are aware of the funding shortfall. She indicated that the Chamber's feeling would be to move ahead with a statewide tax. Ms. Dusenberry stated that fossil fuel is not going to be the only fuel in use, and alternative taxes on these other fuels needs examination.

Mayor Arnold expressed that including a timeline is crucial to the election.

Chairman Williams commented that he was not ready to completely endorse the tax; however, relying solely on the gas tax is no longer possible, due to lower sales. Chairman Williams stated that the tax plan deserves merit and would be considered by all.

Mayor Dunham stated that flexibility is the key to the plan. She indicated that a fifty-fifty split would not be favorable with Gilbert voters. Chairman Rimsza replied that early revenue in individual cities could go to roadway improvements, and later revenue could be allocated to transit when the roadway improvements are completed. Mayor Dunham stated that she would consider this approach. She expressed her support for extending the sales tax.

Chairman Williams asked for the reason a fifty-fifty allocation was determined. Chairman Rimsza replied that these were not gross figures and would have to be refined. Further crafting for regions may be needed. Chairman Rimsza indicated that the numbers were determined because the support of the business community is needed. They are in support of extending the light rail system. Chairman Rimsza stated that it is important to have all in agreement.

Ms. Dusenberry asked for clarification of governance. Chairman Rimsza explained that governance would be a small issue if the election were won, because time and cost would have been specified. He stated that an oversight group could monitor construction. Ms. Dusenberry commented on other County taxes that would also be sunseting. Chairman Rimsza indicated that it is important to plan the election for the 2002 ballot. To begin in 2004 is too late. He stated that if the election is lost in 2002, another election could be held in 2004.

Mr. Radicke stated that maintenance of the system needs consideration. Mr. Bourey replied that the 20 year plan includes maintenance. Mr. Radicke expressed concern that many times the focus is on building, but maintenance is an important element. Ms. Peters commented that historically, maintenance and operations funds have been arbitrarily set. She commented on State legislation for appropriating this amount.

Dallas Gant stated that a prioritized list is needed in the event that the economy has a downturn. Chairman Rimsza stated that a contingency fund could be established. Mr. Gant asked if this was a part of the plan. Chairman Rimsza replied that it was. Ms. Peters explained that the semi-annual Life Cycle Program determines that the projects and funding are balanced. A contingency plan will go a long way to establish credibility.

Ms. Dusenberry commented that the flight fund has been discontinued. Mayor Keno Hawker stated that the League of Arizona Cities and Towns passed a resolution on this funding.

Chairman Williams expressed his appreciation to Mr. Bourey, Ms. Peters and their staff for the meeting. Ms. Bourey stated that it is helpful to know everyone's position on funding. Ms. Peters indicated that Victor Mendez, ADOT staff, was working on an additional source of funding.

There being no further business, the meeting was adjourned at 1:15 p.m.

Chairman

Secretary